

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

Issue 263 | August 2016



www.jecsouthwales.co.uk





WEBBER'S WORDS

By Andy Webber
News Editor

What a month! Le Mans Classic, Silverstone Classic and..... oh yeh I'm now a dad!

It was fantastic that both Le Mans and Silverstone lived up to high expectations and I know that members enjoyed the Le Mans write-up in last month's magazine – thanks to Colin Master-son's efficiency! For me it was superb to visit Le Mans and sample the racing and diverse range of motors that attended – it was phenomenal! A huge thank you to Nigel & the Usk Valley Club for organising this and to my JEC friends for making it such a great trip. Following this success, I know that we're thinking about a club trip abroad next year so let me know if you're interested and have a say in where we go!

Despite my new arrival I managed some time at Silverstone and was fortunate to enjoy drifting in the 3ltr Supercharged versions of both the XE and F-Type, put on by Jaguar as one of the key sponsors of the event. I didn't expect the XE to be able to drift but the racing driver proved otherwise. Your minute-long ride was videoed inside & outside the car and given to you as a take away afterwards on a Jaguar USB wristband – well done Jaguar! It was great to catch up with the JEC crowd and enjoy a couple of excellent meals at the local restaurant.



I'm now organising the 2nd annual Ponthir show following last year's 'test' event – please see the flyer in this magazine for more details. It would be great if you could join us on the 28th August in what will hopefully be a sunny Ponthir!

And finally onto the arrival of little Max, who surprised us all on the 13th July by making an appearance 11 weeks early! He is the youngest member of our region and I hope to introduce him to everyone very soon. I'm planning on bringing him out of hospital in my XJS in September!

Andy Webber

Publication Information

Andy Webber News Editor
Michael Manconi Magazine Editor
Colin Manconi Regional Representative
Colin Masterson Contributor
Harry Kuehling Contributor
Brian Pearson Contributor
Norman Alford Contributor
Peter Harris Contributor

Contributions welcome.

Please email all contributions including photographs, articles and reviews to:
editor@jecsouthwales.co.uk

Deadline for all articles, contributions and adverts for the next edition is **September 5th**.

ADVERTISING

Colin Manconi
email: advertising@jecsouthwales.co.uk
Telephone: 07977 474637

SUBSCRIPTIONS

Colin Manconi
email: colin.manconi@jecsouthwales.co.uk
Telephone: 07977 474637

Annual subscriptions are £20 per annum, payable to the treasurer.

Publication Designed and Printed on behalf of Jaguar Enthusiasts Club South Wales Region by Trendy Design Company.

Web: www.trendy-designs.co.uk
email: hello@trendy-designs.co.uk

Disclaimer: Jaguar Enthusiasts Club South Wales Region Magazine strives to provide accurate and up-to-date information. If you have seen a mistake or anything that you are not happy with then please e-mail us: editor@jecsouthwales.co.uk

All information is correct at the time of print and any unauthorised copying or reproducing will constitute an infringement of copyright. All articles are copyright of their respective owners.

©Jaguar Enthusiasts Club South Wales Region Magazine 2016, All Rights Reserved.



20



15



24



29

IN THIS EDITION



REGULARS

- 2** Webber's Words
- 4** Regional News
- 8** Jaguar News
- 10** The Torbay Flyer
- 32** Humour & Anecdotes
- 35** Events Calendar
- 37** Monthly Meeting Info
- 38** History of Jaguar

FEATURES

- 15** South Gloucestershire Show 2016
- 19** Silverstone Classic Rocking & Racing
- 24** Bloodhound - Faster Than A Seeding Bullet
- 29** Sherbourne Castle Classic & Supercar Show



REGIONAL NEWS

By Colin Manconi
Regional Representative

This month I would like to welcome a new member to the Jaguar fraternity. Andy Webber has a new baby son named Max. Andy and Heather had a major shock when Max was born 11 weeks premature, but both Max and Heather are doing well. We wish them all the best.

I would also like to congratulate Dave Fisher on at last having his double hip replacement. Most of us will know Dave and Ruth as active members of the region and for Ruth's delicious chocolate cakes. We wish you a speedy recovery and hope to see you soon at the shows.

Sherborne Castle - Classics At The Castle

This is the fourth year we have attended this show and it just gets better and better. This year a lot of our members had travelled to the Le Mans Classic and with the Silverstone Classic the following week decided not to attend Sherborne. I left early in the E-type and had a good run down via the M5 and then cutting across country to Sherborne where I met up with Colin Masterson, Graham Searle and Norman Alford.

The venue could not be better as Sherborne Castle, built by Sir Walter Raleigh in 1594, sits beside a 50 acre lake and 30 acres of gardens designed by Capability Brown. It has been the home of the Digby family since 1617 and the organizers were able to stage this event by kind permission of the present head of the family - Mr John Wingfield-Digby. Across the lake stands the ruin of the Old Castle, built by the Normans in the 12th century and falling to Cromwell in 1646 during the Civil War, since when it has remained a noble ruin.

Over 1600 classic cars attended the show which included a Car Auction and a large auto jumble area. It really is a massive show and even the overspill car park for people without passes had between 300 to 400 classic cars in it.

Our Jaguar Stand was a combination of Bristol, Dorset and South Wales areas and was situated right in the middle of the Showground. We had a huge variety of cars on the stand ranging from early E types right up to a modern F Type R.

Without our chef, Paul, Colin and I had to rely on Norman to provide hot food for the day, which he did magnificently, with a secession of bacon and sausage baps. Thanks Norman!

The show is spread out over a large area



and we spent some time in the auto jumble area and then walking around the various classic cars on display.

At the end of the show we were asked to take an E Type Jaguar to the organiser's stand where we lined up with a Ferrari and a BMW to find that our Jaguar Stand had won second prize for best Club Stand. Last year we won third prize. Could it be First Prize next year!

It was soon time to pack up and I had a clear run home with not much traffic on the M5.

This is a great show and I would urge all members to come next year. It is being changed to a two day event Saturday the 15th of July and Sunday the 16th of July 2017.

A full report is on page 29.

Silverstone Classic

This is billed as the "Biggest Classic Motor Racing Festival in the World" with over 12000 classic cars attending and 24 classic races over the weekend with over a1000 classic cars racing. Peter in his XKRS, Scott in his XK8, Keith and Andrew in Keith's XKR, Andy in his E Type and myself in the XJ220 all met at the Old Seven Bridge early Friday morning for the trip up to Silverstone.

Unfortunately Mike and Helens MK10 was being resprayed and it was not finished in time so they used their Audi. With the new baby Andy decided to use his own XJS and come up later and Colin Masterson was meeting us there.

This year the weather forecast was good and we had a good run to Silverstone, stopping to fill up with petrol and sandwiches, as the food at Silverstone leaves a lot to be desired. We were welcomed on to the JEC stand, which was situated on top of the banking just past copse corner, by James, Rob, Simon and Helen and Letitia who had

set the stand up the previous day.

There is so much to see that you do need the three days to see it all. We spent some time walking around all the auto jumble stands and admiring some of the classic cars and also helping out on the club stand.

We normally leave the circuit at about 6.30pm to book in the Hotel. I decided to leave the XJ220 on the stand for the night rather than take it to the hotel as the A43 becomes very congested and the car doesn't like being stuck in stop start traffic. Peter kindly chauffeured me back and fore. Thanks Peter.

We stayed in the Premier Inn in Harpole as per the previous year and as it had been refurbished we found it very good. The JEC organisers also stayed in the hotel, so for the evenings I had booked a local restaurant for the meals. It is sometimes nice to stay at Silverstone on the Friday and Saturday nights to listen to the music and watch the Group C racing in the dusk, but most of the restaurants are shut by the time we get back.

On Friday evening we organised a four taxis to take 16 of us to the Cromwell Cottage, Kislinbury to have very pleasant meal with James, Jennie, Rob, Letitia and Helen from the JEC. Unfortunately going back to the Hotel only one taxi arrived and after shuttling back and fore three times he didn't bother coming back again and left four of us stranded. After half an hour and repeated phone calls to the taxi firm a taxi finally arrive. A late night for some.

Unlike last year when the overnight rain had flooded our parking area we woke up on Saturday morning to a nice fine day. After a nice healthy "full English Breakfast" we had a good run into the circuit without any hold ups.

On Saturday we decided to take the Route master bus over to the new pit complex and make the most of the day. It is amazing to see the

number of huge transporters lined up alongside each other. They are just like you see on TV with F1. There is a tremendous amount of money in Classic Car Racing now.

Silverstone Auctions always run the auction and fortunately at a previous auction I had met one of the classic car consigners, Arwel Thomas, who is from West Wales. He welcomed us in and gave us a guided tour of the cars showing us a considerable amount of classic cars he had found in Wales and supplied us with catalogues should we want to re-enter. We had some refreshments on the top floor and watched some very exciting racing.

We then decided to look around the 12000 classic cars and watch more of the racing. The range of cars are amazing and being able to go anywhere including inside the pits, unlike F1, really makes it much more interesting.

In the evening the sixteen of us again went to the Cromwell Cottage for a very nice meal. The taxis back were no better so after a long wait we walked back to our hotel along pitch black country lanes. Thank goodness for mobile phones with torch apps!

Sunday was another fine day and we spent it helping out on the club stand selling raffle tickets for the charity car and walking over to the far areas to see the different club stands. We did after much prompting get Andy to buy two of us ice creams. Colin refers to it in his write up. Let's just say it does not get any easier to get Andy to buy the ice creams.

Then it was all over. We helped the JEC pack up the stand and then had a good run home in the sunshine.

The show next year is provisionally on the 21-23 of July 2017. If you need hotel rooms please let me know as I will be booking them soon. A full report on this event is on pages 19.

South Gloucester Show

This was the third year of the event with the car show organised by Graham Searle of the JEC. It is a two day show and I went up on the Saturday to give Graham a hand. The show was held at the 170 acre site at the Windmill Fishery Showground, Westerleigh. The event is getting bigger every year with new events every year.

On Sunday we met at the old Seven Bridge. At 8.00 we decided to leave but the battery on the XJ 220 decided that it did not want to start the car.





R ENGINEERING is a family business run under the watchful eye of Mark Greenwood the well known former Jaguar Sports and Motor Sport technician.

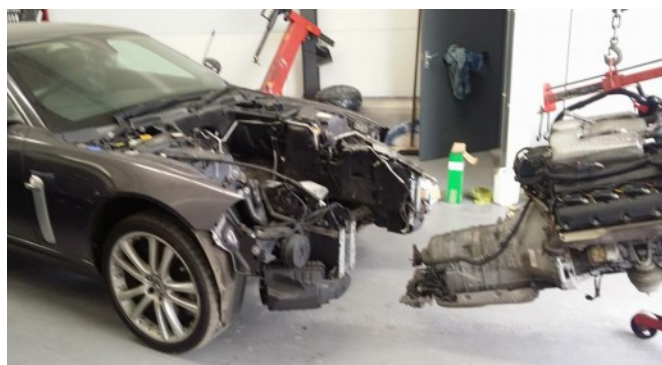
We have a fully equipped modern workshop with the latest diagnostic equipment which enables us to carry out jobs quickly and efficiently. We undertake jobs most other don't such as full engine, gearbox and axle rebuilds and refurbishments. We also offer additional services such as climate/ air conditioning re-gassing and repairs along with electrical fault finding and repairs, MOT testing, general repairs, maintenance and servicing. In short we make your Specialist Car ownership as stress free as possible.

As independent specialists in all premium marques of motor vehicles we are not restricted to offering one alternative to a problem, we can source OEM and aftermarket parts to suit your vehicles needs and more importantly your pocket.

We carry out servicing, diagnostics and repair work on classic and modern exotica from marques such as Jaguar, Daimler, Aston Martin, Ferrari, Lamborghini, Bentley, Porsche's BMW and Audi.

We pride ourselves in offering an excellent service at affordable prices, so give us a call today and see how we can help keep your pride and joy on the road without breaking the bank.

**SERVICING | PARTS | MECHANICAL WORKS |
ENGINE & GEARBOX REBUILDS | ELECTRICAL |
AIR CONDITIONING | ELECTRICAL | DIAGNOSTICS
| MOT TESTING | PRE PURCHASE INSPECTIONS |**



CALL US TODAY ON: 07495 074434

UNIT 12 WENTLOOG BUILDINGS | WENTLOOG ROAD | RUMNEY | CARDIFF |

A cell had gone. A quick push start with the help of the boys and I decided that I would take it back home and change it for another car. On the way I remembered that it was only a standard Jaguar battery and a quick measurement showed it was the same as the XJS battery. A quick swap and I was on my way again.

When I got there the boys had parked up and even though the Bristol Region had put up two event shelters and offered the use of one of them to us the boys decided it was better to use our own. It was a good display of three Event Shelters all together. Paul soon had the bacon rolls ready and then it was time to walk around the show. It is a very good show with lots to do for the family. There were over 400 classic cars attending with a beer festival, shooting, fishing and golf competitions, a music festival, a large fairground and main arena with lots of different events during the day.

After a couple of burgers for lunch, thanks Paul, we walked around the showground looking at the various events that were going on. At around 4.30 we helped to take down the JEC gazebo and left at about 5.00pm.

The event is being held again next year and I would recommend it to all our members.

A full report on this event is on pages 15.

Our Next Shows Are:

Ponthir Music Festival

This is a new event in its second year being organised by our very own Andy Webber. It is an informal event on Sunday the 28th of August. No forms, no fees just turn up on the day. There will be a Hog Roast available with music and other activities. We had a great time last year and many of us intend going again this year. Please either ring Andy on 07771 852703 or e mail him on webberjag77@gmail.com and let him know if you are coming. It starts at 2.00pm so all cars must be on site by 1.30pm at the latest.

JEC Bristol BBQ

We have been invited to this event on Sunday the 11th of September at Thornbury near Bristol. We have gone to this barbeque for the last few years and it is a very good event. The cost is

approximately £6 and the Bristol Region has to know in advance how many of our members are going to attend so they can arrange the food. Quite a few of our members intend going, so if you would like to come along please let me know so I can then pass on our names to the Bristol Region.

It starts at 12.30pm so I suggest we meet at the usual place at the old Seven Bridge at 12.00pm.

The Big Welsh Car Show For Leukaemia Research

This is being held on the 18th of September at Margam Park. It is being held in place of the Tredegar Park Show by a new organisation. All proceeds will go to Leukaemia Research.

We will have a club stand so please let me know if you are coming so we can arrange food. We will be meeting at Sarn Services on the M4 to leave at 8.00am.

Three Counties Classic car Show At Malvern

This is on Sunday the 9th of October at the Three Counties Showground at Malvern.

We normally attend this show every year. It has to be booked in advance and the cost is £4.00. If you intend to go please let me know and forward the £4.00 so I can apply for tickets.

Spares Day Stoneleigh

This is on Sunday the 9th of October at Stoneleigh Park Exhibition and Conference Centre, Stoneleigh Warwickshire. It is probably the biggest Jaguar Spares event anywhere in the world. Unfortunately it clashes with the Three Counties Show so you will have to decide which one to attend.

Castle Combe Classic

This is being held on the 1st of October 2016. It's a great event with hundreds of classic cars racing and a special Jaguar Stand for all our members. This year the tickets must be ordered through the JEC not through Castle Combe. If you order with Castle Combe you will be put in the general car park. The cost is £15 per adult, £10 for a senior. I have forms to apply, otherwise contact Graham Searle at JEC on 01179698186. Please book ASAP.

NEWS

What's going on in the world of Jaguar & Jaguars



An exhibition showcasing a cutaway of the revolutionary new Jaguar F-Pace will take place in Jaguar Land Rover's showroom in Sitra, Bahrain.

Cutaway F-Pace Goes On Display

Having been previously showcased at world renowned and eminent motors shows, such as the International Motor Show in Frankfurt and the International Geneva Motor Show, this 'cut away' F-Pace will go on exhibition at Euro Motors, the exclusive retailer and distributor for Jaguar in Bahrain.

The first-of-its-kind exhibition in the region will take place in the Jaguar Land Rover Showroom in Sitra, ensuring an exciting experience for the people of Bahrain, especially for Jaguar enthusiasts, as they will be among the first in the region

to feast their eyes on the stunning installation.

Half the model will be complete and encased with its exterior in its entirety whilst the other half will be stripped bare, down to the engine and chassis, enabling visitors to observe first-hand the pioneering technology that lies at the heart of Jaguar's latest line-up, it added.

The cutaway car will allow customers, both existing and potential, to catch a glimpse of the technology that lies beneath the surface and powers the outstanding capabilities of the vehicle,



JLR Achieves Best Ever July Sales Results

Jaguar sales rose by a massive 91 per cent in July as Jaguar Land Rover report its best ever July sales up 34 per cent on July 2015.

It's too soon for Brexit and Sterling's decline to be a factor in Jaguar Land Rover's sales, but despite that it's encouraging to see more good news on sales coming from Jaguar Land Rover in July.

In fact JLR had a cracking July, with sales up by 34 per cent on the same period in 2015, thanks as usual, in the main, to sales of Land Rover vehicles, but also demonstrating a huge increase in Jaguar sales.

Land Rover managed to increase sales by 19 per cent in July thanks to strong sales of the Land Rover Discovery Sport – although the Range Rover Evoque was only just behind.

But after years of threatening to make a real difference to JLR's bottom line – and with a very credible range of cars on offer – the arrival of Jaguar's first SUV – the Jaguar F-Pace – seems to have had a profound effect on sales.

Jaguar aren't giving sales by model, but their sales rose in July 2016 by 91 per cent thanks, say Jaguar, to the strong launch of the F-Pace and solid sales for the XE. Which sounds pretty much like it's the F-Pace that's flying out of showrooms to us, with sales in North America more than doubling and sales in China triple those in July 2015.

Andy Goss, JLR's Group Sales Director, said: This has been another record month for Jaguar Land Rover with impressive sales across both of our brands. The Discovery Sport and the Jaguar XE have delivered record July sales performances and the Jaguar F-PACE is in popular demand with our customers, reflecting the global appeal of our strongest ever vehicle line up.

Jaguar sales may still be only 30 per cent of Land Rover's, but it's strong move in the right direction. No doubt JLR will be feverishly working on expanding Jaguar's SUV range as soon as possible, with both a smaller take on the F-Pace and an electric SUV.

XJ13 Name Trademarked

The Jaguar XJ13 name has been trademarked this week, sparking speculation that its heritage division may reproduce 25 of the iconic cars in order to fulfil the homologation run that was originally intended to support the racing project.

This year marks the ill-fated car's 50-year anniversary; the one example built was completed in 1966. Notably, JLR's heritage division is working around notable dates for its other projects; nine new XKSS models are to be delivered early next year – 2017 being the 60th anniversary of the factory fire which destroyed the original nine XKSS D-Type cars, and the original production of the cars.

At the moment, there's only one example of the mid-engined experimental XJ13 in existence, which remains in the Jaguar Daimler Heritage Trust. Unofficial replicas are also around, but these aren't affiliated with Jaguar. Will we see new XJ13's? Watch this space!

Jaguar Is Now The Fastest Growing Car manufacturer In The US

It worked for Porsche. Now, another luxury automaker is reaping the rewards of catering to the utility crowd.

Jaguar's decision to market an SUV turbocharged the brand's U.S. comeback, Bloomberg reports. The British automaker is now the fastest-growing brand in the U.S., with sales propelled by the new F-Pace SUV and entry level XE sedan.

Jaguar's 59 percent increase in vehicle sales since the start of the year outpaces other automakers by far. Volvo, the closest resurgent brand, only saw half of Jag's sales growth.

"We couldn't be more tickled," said Chris Marchand, executive vice president of operations at Jaguar Land Rover North America, told Bloomberg. "Foot traffic in dealerships has more than tripled."

The F-Pace arrived at dealers in May, and Jaguar has already sold 3,398 of them. During that first sales month, the F-Pace and XE accounted for 58 percent of the brand's total volume. Clearly, it pays to branch out, but Jaguar's expanded lineup hasn't brought it back to past sales glories – at least not yet.

Timothy Cain, TTAC's resident sales stats guru, says recent product failures skewed the automaker's comeback story.

"Jaguar sold 61,204 cars, just cars, in 2002," said Cain. "Then the rapid decline began. We've come to assume that Jaguar is a brand that can sell 15,000 vehicles per year in the U.S., so the fact that they can more than double that this year and next is striking. But one would expect that massively increasing the size of your lineup would inflate sales. Still, one shouldn't ignore one's prior successes are still a ways off. Jaguar was selling more than 5,000 cars per month in 2002; 3,800 per month in 2004. With F-Pace and XE ramping up, the average over the last three months is around 2,800 U.S. per month."

THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from sunny (at last!) South Devon. Finally attending some events after missing a few because the Daimler was off the road.

Sherborne Castle - 17th July 2016

This was the first time I have been to this very large show. Natali & I travelled (this time in the Audi) to the show as I had been advised it was well worth attending. It was also an opportunity to meet up with members from JEC South Wales. In the event we only met Colin Manconi (although we saw Colin Masterson's car!) and also chatted with Graham Searle & his friend Norman. A great show with lots to see. We very much liked the Supercars and the big American cars on display as well as the magnificent vintage cars fitted with aero engines!

Torbay Old Wheels Club Show on Paignton Green - 24th July 2016

After last year's disaster, when our show was cancelled at the last moment because of incessant heavy rain, we were keeping our fingers crossed for good weather. The day started out dull & grey but, most importantly, it was dry. I arrived at Paignton (in the Mazda! - more later) soon after 6.00am to help set up fences, gazebos, pegs & tapes for club areas etc. Just before 9.00am we had virtually completed the work & stopped for some well earned bread rolls filled with bacon, egg & sausage prepared by a talented team! Not long afterwards the exhibitors started arriving & were directed to their allocated areas on the field by our army of marshals.

We had a few special displays. These included a Volvo

P1800 which was a genuine "Saint" car as driven by Roger Moore. We also had a "Flintstones" display & were expecting a "Back to the Future" replica De Lorean. In the event another De Lorean turned up & was exhibited.

I'm pleased to say that the weather held up very well apart for a short period around lunch time when we had some rain. Apparently it rained all day everywhere else in Devon! This probably helped boost attendance as our income for the event was a new record at over £9,000 beating 2014 by over £2,000!

I was tasked as the club's official photographer & took over 200 photos. Soon after 4.00pm we had the presentation of many trophies etc. The trophies were presented by Miss Torbay and her Lady in Waiting. I finally got home soon after 6.00pm absolutely knackered! Not used to being on



my feet for such a long period, which included a stint of 2.5 hours on the main entrance.

Torbay Old Wheels Club Night - Thursday 28th July

The meeting was convened just after 8.00pm when Julian made various announcements for future events. After a short break & raffle (I won something again for the 2nd month running!) we celebrated the brilliant outcome & discussed the results of the previous weekend's show at Paignton. There are many photos (taken by me!) on the club's website - <http://www.towc1.talktalk.net/>

Brixham Steam Fair - 5th to 7th August 2016

This is a large annual event taking place just outside Brixham. This year they were celebrating the 30th anniversary for the event. I'm very pleased to say I attended on the Sunday in the Daimler with its newly rebuilt engine and gear-box! I arrived very early at approx. 8.30am with no marshal in sight! Most other cars arrived after 9.15. I was concerned over a water leak from the heater box & carried extra water with me. I topped up the radiator prior to my journey home.

There was a lot to see in the show including classic cars, steam traction engines, tractors,



military vehicles, auto jumble, fairground organs, large marquee with various displays including models etc. There was also a special display of "The Whippet" a steam train engine that used to operate locally & needs to be

restored - costing an estimated £500,000! During the course of the day there were displays in the central ring with the classic cars, traction engines etc. I didn't parade the Daimler because I was

Continued >



GENUINE JAGUAR PARTS

Maintain the true Jaguar experience with **Jaguar Genuine Parts**.

Jaguar Genuine Parts are designed, tested and manufactured according to our uncompromising standards for quality, fit and durability. Each part is engineered specifically for your vehicle to contribute to its optimum performance and to help maximise its life span.



Brakes

Your defence against accident and injury.



Steering and Suspension

Vital to your ride, handling, comfort and responsiveness.

Oil

The essential fluid for your Jaguar engine.

Filtration

The essential fluid for your Jaguar engine.



First Time fit

Original equipment parts to maintain original performance.

Warranty

Peace of mind for every part.

2 YEAR WARRANTY
on all parts supplied



PARTS 02920 549339

Stratstone Jaguar | Pentwyn House | Avenue Park | Pentwyn | Cardiff | CF23 8HE

All prices include VAT

Pricing	XF 2.7D 3.0 & 4.2	XF 3.0D & 5.0	X-TYPE Up to VIN:J60204	X-TYPE From VIN:J60205	XJ (Prior)	S-TYPE
INTERIM SERVICE	£199	£199	£199	£199	£199	£199
MAJOR SERVICE DIESEL	£329	£329	£299	£329	£329	£329
MAJOR SERVICE PETROL	£245	£275	£245	£245	£275	£275
CAMBELT CHANGE**	£375	-	-	-	£375	£375
FRONT BRAKE PADS	£129	£129	£109	£129	£129	£129
FRONT BRAKE PADS INCLUDING SENSORS	-	£169	-	-	-	-
FRONT BRAKE PADS AND DISCS	£295	£295	£225	£255	£295	£295
FRONT BRAKE PADS AND DISCS INCLUDING SENSORS	-	£325	-	-	-	-
REAR BRAKE PADS	£129	£129	£129	£129	£129	£129
REAR BRAKE PADS INCLUDING SENSORS	-	£169	-	-	-	-
REAR BRAKE PADS AND DISCS	£295	£295	£295	£295	£295	£295
REAR BRAKE PADS AND DISCS INCLUDING SENSORS	-	£325	-	-	-	-
BRAKE FLUID CHANGE	£55	£55	£55	£55	£55	£55
FRONT WIPERS	£45	£45	£45	£45	£45	£45

There's no need to compromise on your next service.

As an owner of a Jaguar over three years old, you can now have the premium service you desire at a truly competitive price.

With **Jaguar 3+** there's no hidden costs, just a clear fitted price for Jaguar scheduled servicing and routine repairs such as brake pad and disc replacement.

You also get the reassurance of Jaguar Trained Technicians, using advanced diagnostic equipment, and Genuine Parts.

And it's covered by a 12-month warranty.

£199
FIXED PRICE
INTERIM SERVICE*
QUALIFYING MODELS



SERVICE 02920 546702

Stratstone Jaguar | Pentwyn House | Avenue Park | Pentwyn | Cardiff | CF23 8HE

*Published prices for Jaguar 3+ Fixed Price Servicing and any promotions within it are the maximum selling price including VAT (at the prevailing rate) at which participating dealers will provide the advertised service and parts. Prices are valid for retail customers with specified vehicles over 36 months old from date of 1st registration booking with a participating dealer for work to be carried out within the period of the relevant promotion. An interim service includes oil and oil filter replacement, a major service additionally includes air filter and fuel filter replacement (Diesel) (where specified by the vehicle service schedule). In addition all functional and safety checks will also be completed in accordance with the defined service schedule. Additional items not specified for automatic renewal/replacement (e.g. seat air filters / spark plugs) will be replaced based on age / mileage at an additional cost. All R / Super Charged models are excluded. **Camber replacement offer only available on the following qualifying models with 2.7 Diesel engines, Jaguar XF 2008-10, S-Type 2004-08 and XJ 2006-09. Cannot be used in conjunction with any other offer and may be amended or withdrawn at any time. Please consult dealer for full terms & conditions applying to their supply of parts and services.

concerned over the water leak.

I eventually escaped at about 5.30pm & joined the traffic making my way back to Torquay. The car was very hot by the time I got home & needed 3 or 4 pints of water to top up the radiator. A lot more traffic on my way home compared to that on my early start.

My Daimler V8 250 - ALX 442H

After Adrian & I inserted the re-built engine & gearbox into the car it was left to me to finish off the reassembly. I prepared a listing of the jobs to do and worked my way through it. This included inlet manifold, carburettors & fuel lines, water pipes for heater etc., water pump, PAS pump, fan belts, radiator & fan, distributor & leads, oil filter, exhausts, gear linkage, propshaft, gearbox oil cooler pipes, air filters, alternator, engine oil, gearbox oil, PAS fluid etc. etc. Naturally all did not go well & some problems had to be sorted including sourcing new hoses for the radiator, heater pipes & servo vacuum. My target was the TOWC show at Paignton. Unfortunately I missed that because I found (at 4.20pm on the Friday before the show) the lower radiator hose was split. Too late to get a replacement.

Eventually the time came to start the engine for the 1st time - always a nerve wracking time. With Natali standing by with a bucket of water I pressed the starter button. The engine coughed and spluttered. At the 2nd attempt the engine started and ran at a steady 2,000 rpm. As this was too high I switched off after approx. 30 seconds. I later spotted I had connected a carburettor linkage in the wrong position. The next time I started the engine it ran & idled at normal rpm. The engine does run and sound very smooth.

There were two water leaks - one from the radiator drain tap and another by the heater box. There was also a slight weep from a PAS pipe. The drain tap was easy to sort & just



needed a bit of bedding in on the taper. I assumed the heater matrix was holed especially after I had flushed all the gunge out of it. "Bars Leaks" did not solve the problem. I left this until after the Brixham show. After taking off the heater pipes I unscrewed the front panel of the heater box to gain access to the matrix. After pulling it out I covered the outlet & blew hard into the other pipe - nothing! No leak! I wondered how did all that water come out of the box - and also come into the car soaking the carpet on the passenger side? I took off the valve bolted onto the front panel and discovered a very badly decomposed rubber "O" ring. I replaced that & refitted everything - no more leaking water! Just the way I like it - simple to sort and cheap!

More next month!



...and finally:

A new supermarket opened near my house.

It has an automatic water mister to keep the produce fresh. Just before it goes on, you hear the sound of distant thunder and the smell of fresh rain.

When you approach the milk cases, you hear cows mooing and experience the smell of fresh hay. When you approach the egg cases, you hear hens cluck and cackle, and the air is filled with the pleasing aroma of bacon and eggs frying.

The veggie department features the smell of fresh buttered corn. I don't buy toilet paper there any more!





Policies from
£76**



Classic insurance redefined.

Tailor your classic Jaguar policy to suit your needs.

Wider eligibility cover now available for members of the Jaguar Enthusiasts' Club:

- Young enthusiasts from aged 18*
- Jaguars covered from new*
- Mileage limits extended up to 10,000 miles*

*Underwriting Conditions Apply.

To discover the Footman James difference, call our friendly UK team for a quote today.

0333 207 6185

or visit footmanjames.co.uk



Part of the Towergate Group

Working with



Classic benefits included*:

- + Salvage retention
- + Shows and events
- + Spare parts (up to a limit of £250)
- + European motoring (up to 35 days per trip)



Cover options*:

- + Breakdown with options to include European cover and Homestart
- + Agreed value
- + Driving other classics
- + Drive to work
- + Track day cover
- + Wedding hire cover
- + and many more

Specialist rates for club members



Classic Car | Classic Bike | Modern Car | Modern Bike | Kit Car | Collectors | Classic Motor Trade

*All cover is subject to insurers terms and conditions, which is available upon request. Jaguars covered from new, mileage restrictions apply. **Premium example based on: 1978 Jaguar Series 2. Value: £3500. Main policy only and does not include any FJ+ cover options. All premiums assume the vehicle is not the main car and includes Insurance Premium Tax. Male driver aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. Includes a £10 arrangement fee. † Terms and conditions apply which are available upon request.

Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be recorded. FP ADCLC205.11.14



South Gloucestershire Show 2016

Many of the shows we go to are car shows with a few additional attractions but the Gloucester Show is one for all of the family with a lot going on and a car show as just one of the attractions.

As planned it half a dozen of us met up on the Chepstow Link Road near the old M4 bridges and bang on 8 am we moved off for the show; except we didn't! Colin's XJ220, which was to be the star of the show failed to start! The battery wasn't quite dead so he elected to take a push start so he could return home and bring one of his other cars. Fortunately he managed to swap a battery from another car, turned round and got back to the show well before 10am.

We arrived to very low cloud and drizzle but by around 11am the weather began to lift, the rain stopped and it turned into a very good day for car showing.

As I said, there were loads of attractions that included a general arena with displays including: Knights of the Damned -

Forget King Arthur and his Knights of the Round Table these guys provide a modern day medieval jousting show full of high action stunts, horses, fire weapons and more. Performing since 1990, they are a professional team of stuntmen who have film credits such as Spectre, Skyfall and even the new Wonder Woman film!

- Flyin' Ryan Brings his adrenaline pumping and jaw dropping fire motorcycle stunt show.

Local sports teams to come and demonstrate their skills at the South Glos Show including Chipping Sodbury Rugby FC, Predators & BPA Cheerleading teams as well as martial arts displays;

- A beer festival with the very first South Gloucestershire

Continued >



Show Beer Competition. South Glos Breweries to entered a beer in two categories, 'Best IPA' (India Pale Ale) and 'Best Bitter'. It was Norman, who had already attended on the Saturday, who made a bee-line for the beer tents with the rest of us in tow. He and Colin had already worked out which brewer gave the largest samples but that didn't stop us from trying some of the other beers which was followed by a trip to the main tent to buy pints of our favourite. Hmm, this could turn out to be the best show yet!

- A music stage with various local bands performing during the weekend.

- A sheep show. This was one of the highlights for me. This was presented by a guy who brought along a mixed flock of sheep and proceeded to introduce us to each one in turn. They were all very different and had characters of their own which was exploited by his very amusing patter. He gave an expert demonstration of sheep shearing and ended by getting the sheep to dance to music. A very entertaining and informative show

- A food festival with everything from brilliant British bangers to delicious doughnuts, and everything in between.

- An Arts & Crafts marquee with all sorts from handmade jewellery and accessories to art

and photography.

- A very exciting was the BMX stunt show with Matti Hemmings, a UK Professional BMXer Champion & Guinness World Record Holder who competes and performs shows at the highest level all over the world.

Anyway, back to the cars! As usual, when the JEC attends a meeting with the raffle car, we helped with selling raffle tickets to raise funds for their new charity Acorn. One lady was particularly sniffy when I suggested she bought a ticket as "she only drove Mercedes"! More fool her, I say!

There was a good display of over 400 vehicles including Pre-War Cars and Post-War Classic Cars, plus later Sports and Grand Touring cars and other cars of special interest, including Kit Cars, Specials, Replicas, American Cars, Custom and Modified cars.

This year's motoring event was once again organised by Graham Searle of the Jaguar Enthusiasts' Club. Needless to say with contributions mainly from the Bristol and South Wales regions there were plenty of cars to look at with stars of the show Colin's XJ220 and Neville's drop head Mk V next to each other providing an interesting contrast.

As well as classic cars there were several dealer exhibits.



I managed to get into the seat of the world speed record motor mower; 116mph on Pendine sands – you wouldn't get me going that fast in a machine like that but it was fun to sit in, if a bit cramped

Perhaps the most unusual exhibit was the unique "Cummins Napier Railton" powered by a Cummins 6.7-liter diesel, the same base engine widely used in many types of construction equipment, but which was developed by Cummins to increase the bhp to 500 from 300 by adding a second turbocharger and feeding the two with a belt driven supercharger. Torque was almost doubled to over 1,000 ftlbs, more than enough to pull the skin off a rice pudding!

The original Napier-Railton race car was built in 1933 and, piloted by John Cobb, broke the Brooklands outer circuit lap record of 143.4 mph in 1935, and

went on to set the 24-hour record of 150.6 mph at the Bonneville Salt Flats in 1936. The Brooklands Museum allowed the owner to copy the dimensions of the original car to produce the replica. I didn't know, but Cummins had a strong history in racing, using it to test product durability as far back as the early 1930s. They built the 1931 Cummins Diesel Special No. 8 Indianapolis 500 car. This car still runs, and is displayed in the Indianapolis Motor Speedway Museum. The Cummins Diesel No.8 became the first diesel vehicle to reach 100 mph, running on the hard sand at Daytona Beach, Florida.

With JEC staff a bit thin on the ground at the end of the show, as James and his family departed early for his holidays, we helped pack up the two JEC marquees before packing away our own and headed for home.



Ponthir Music & Car Festival 2016



Following on from the success of the 1st **Ponthir Music & Car Festival** last august, our member Andy Webber is organising another! This event plays a huge part in supporting the existence of his own Football & Cricket club in Ponthir. This is a community event including a hog roast/BBQ and fully stocked bar in order to raise money for the club.

This years event will be on **Sunday 28th August at 2pm** and cars/owners are requested to arrive by **2.30** at the latest and can stay as long as they like – Music goes on from **2pm** until **11pm**.

All owners/passengers of cars on display do not require tickets and there is no entry fee, just turn up on the day.

There will be signs if coming from the Cwmbran direction through Llanfrechfa - just after entering Ponthir, turn right at the Star Inn, pub. If coming from Newport, drive through Caerleon, following signs to Ponthir and take a left at the Star Inn, pub - Postcode NP18 1GA.

Please contact Andy for any other details – 07771 852703

**SUNDAY
AUGUST
28TH**



INTRODUCING THE

Royal Windsor Jaguar Festival 2017

In aid of the Prince Philip Trust, we're bringing the classic car community to Windsor in May 2017 for one of the largest ever displays of Jaguars, Daimlers and SS cars - and you can join us.

We'll be releasing more details about dates, promotions and packages soon, with some fantastic limited-access opportunities just over the horizon. Demand will be heated, so don't miss out - register your interest today to be notified of developments before anyone else.

To Find Out More & Register Your Interest please visit:

www.jec.org.uk



Silverstone Classic *Rocking and Racing*

Once again we knew we were in for a treat as we gathered on the Friday of a long weekend at the Silverstone Classic festival.

As usual JEC and JDC had a large reserved area for its members and they made a splendid site parked along the banking by Copse Corner.

This has been described as the world's biggest race meeting attracting more than 1,000 entries and covers every era of motorsport history, including the FIA Masters Historic Formula One Championship, the Super Touring saloons and the unmissable field of Group C sports cars, which will once again race into dusk on the Saturday night.

After gathering the JEC gazebo early on the Friday morning it was time for a brief drink then off to start exploring what was on offer. The event is made up of a number of distinct attractions and makes it a must do for our members – please

take note for next year. As well as practice, qualifying and racing, which is going on all weekend, there were trips to the paddocks (they use both the New International Paddock and the old, renamed, National Paddock) to see the participating cars and drivers up close, lots of interesting vendors, and a fantastic display of club stands and their cars forming an event in their own right. This year, 50 years of the Lamborghini Miura were celebrated – as well as 100 since the birth of marque founder Ferruccio – as well as 70 years of Allard and the Alvis TA14, 40 of the Panther Lima and 80 since the Bentley Drivers' Club was established.

They had moved most of the car clubs around this year but the organisers think of us as the helpful club after moving all



Top: Finding himself 'banned' from the Scalextric after last years events, Andy tried the RC cars. **Middle:** Up against an opponent aged over 9 this year, Andy turns to ramming to try and win. **Bottom:** With a look of complete disdain Andy admits defeat.



of cars when we were hit by the appalling weather last year so we remained in our prime spot by Copse Corner with our parking on hard standing with a nice grass area in front of the cars to watch the racing from an elevated position.

With three days at the event, getting around 8.30am and not leaving till around 5.30pm there was plenty of time to pace ourselves, visiting various attractions and then returning to our base at the JEC. There was something for everyone, this will give you an idea of what you missed if you didn't go.

This year they were celebrating 40 years since the iconic

Lancia Stratos won the World Rally Championship, while the Triumph GT6 and Vitesse 2 Litre both turn 50. Wherever you look across Silverstone's vast infield, there was some sort of celebration, while hundreds of classics took to the circuit in the many parades.

Also the celebration of the 40th anniversary of James Hunt's F1 world title with a special showcase curated by James' sons Tom and Freddie. One of the British ace's 1976 McLaren M23s - as recently driven by Freddie for C4's F1 coverage - was on show in the International Paddock, alongside the M26 in which he won the 1977 British GP

and the Surtees TS9 in which he made his F1 debut in 1973.

There were trophies and memorabilia from his '76 campaign - in which he pipped Ferrari's NikiLauda by a single point - while the Masters grid included the Hesketh 308 in which Hunt took his first F1 victory, the 1974 International Trophy at Silverstone. Lining up against it was his 1975 Dutch Grand Prix-winning 308B.

"James was a complex character but never boring," said former McLaren team boss Alastair Caldwell. "Even if you were stuck at a bus stop in Bognor Regis on a Sunday evening, he could find a way to make that





interesting."

The saloon-car racing is always a highlight at any historic fixture, and this year's Classic recognised that on Tin Top Sunday with four races, including the action-packed pre-1966 sub-2.0-litre saloons featuring Lotus Cortinas, Alfa Romeo GTA, BMW 1800 and, of course, the ultimate crowd favourite - the Mini.

Alongside that was the JET Super Touring Trophy and the Pre-1966 Big-Engined Saloons, while completing the quartet was a fresh addition to the Classic - the Historic Touring Car Challenge. This diverse field pitted the Chevrolet Camaro against the Jaguar XJ-S and a

fleet of Ford Capris - among many others.

Music plays a prominent role in the weekend's entertainment, too, and this year's line-up included the Boomtown Rats, who played on the Friday. The following evening, The Stranglers joined Reef and AC/DC tribute act Live/Wire.

Back in the automotive world, Porsche was celebrating its most recent Le Mans win by displaying the victorious 919. It also showed off 16 freshly restored 'transaxle' cars - the 924, 944 and 968 - which were competing in the 2016 Porsche Classic Restoration Competition.

And talking of restorations

Fergus Walkinshaw and his team renovated a 1982 Range Rover over the course of the Classic weekend using only parts that have been sourced from eBay. The finished vehicle appeared on stage during the Mike Brewer Car Clinic, where Walkinshaw joined the Wheeler Dealers star to talk about the project.

Once famous for "firing up his quattro" as DCI Gene Hunt in *Ashes to Ashes*, Philip Glenister swapped his iconic Audi for a racing Lotus Elite at the Silverstone Classic. Their Elite two seater coupé was the first off the Lotus production line in 1958 and was displayed at the Earls Court

Continued >





Motor Show. It was then bought by jazz musician Chris Barber and had a stand-out competition career, with notable drivers including Sir John Whitmore. After racing in Saturday's prestigious Royal Automobile Club Tourist Trophy for Historic Cars it was auctioned by Silverstone Auctions.

Jaguar's racing heritage has always been massively to the fore at the Silverstone Classic but, for the first time it was the Official Experiential Partner to the world's biggest historic motor racing festival. Not only were there racing Jaguar C-types, D-types, E-types and Group C prototypes in all their nostalgic glory roaring around the famous Grand Prix circuit but they was also the chance to experience a state-of-the-art F-TYPE being pushed to the limit within the event's thrill-laden Adrenaline Zone. The tyre smoking Art of Performance Tour took show-going passengers out of their comfort zones with the heart-pumping thrills of drifting in an F-TYPE... with a professional driver at the wheel. Needless to say we made a B line

for the queue and I managed to get in two trips, one in an F Type and the second in an XE, which was even more exhilarating as it is a very different car to the F Type, having a higher centre of gravity and being without the "trick" rear axle.

Between them, the XK and Jaguar Enthusiasts' Clubs were celebrating 50 years of the E-Type 2+2, 30 years of the XJ40, 20 years of the XK8 and several other notable milestones in the marque's rich history with special displays and track parades.

Indeed, Jaguars have savoured notable successes in recent years including victories in the Royal Automobile Club Woodcote Trophy for Pre-'56 Sportscars, Sir Stirling Moss Trophy and International Trophy for Pre-'66 GT Cars. The outright lap record around the Silverstone Classic circuit is held by a 1991 Jaguar XJR14 sports-prototype, set by Nic Minassian in 2013's spectacular Group C retro races. The French ace averaged close to 123mph around the 3.64-mile layout in the remarkable Ross Brawn-designed record-breaker - a sensational marker that's yet

to be topped.

The Silverstone Classic Concours d'Elegance, supported by Classic & Sports Car magazine, was a fantastic new addition to an already packed schedule over the weekend and we have a stunning shortlist of cars for you to vote on to decide the winner of the Spectators' Special Award.

The legendary Porsche marque was celebrated with special displays, glittering parades plus a predictably strong presence on the race track. Le Mans twice winning 919 Hybrid tops eye-catching official display with Special celebrations to mark 40 years of 'transaxle' models, a rare 924 GTR comes under the Silverstone Auctions' hammer and Group C grids feature iconic 956 and 962 prototypes which dominated at Le Mans in the 1980's.

JET was giving prizes in a Money Can't Buy Competition. These included VIP hospitality, a ride in the Maserati pace car, helicopter rides and more importantly a performance driving passenger experience at the event for two people with



Jaguar. I entered but, needless to say didn't win anything!

On the Friday evening after a busy day it was off to our hotel, the Premier Inn at Harpole to check in, have a quick wash and a drink at the bar where we were joined by James, Jenny Rob, Latitia and Helen of the JEC before heading off to a local restaurant, Cromwell's Cottage, where we had pre-booked our meals. As usual the taxi situation was a right palaver. On the second night, the Saturday, we got so fed up with waiting that we decided to walk back to the hotel, which was less than a mile away but in pitch black darkness for half the way. After such a huge meal we were probably better walking it off, especially as we were going straight to bed after the meal.

Traffic back to hotel always a bit of a nightmare on the Friday night going back to the

hotel as the Silverstone traffic was mixing with the already busy rush hour traffic, but the Saturday is always much better and we were back in no time.

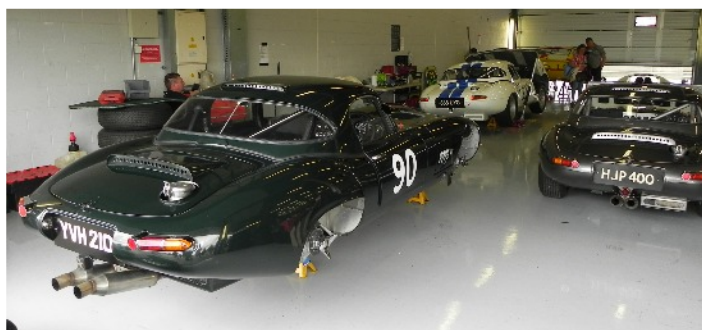
On the Saturday we paid a visit to the cars on display for the Auction. Fortunately as Colin Manconi knew one of the staff there we were all let in and given £25 catalogues plus a conducted tour of the cars for sale (what it is to be famous!). In the upstairs area there was a café and we had the chance to enjoy some ding-dong action by a couple of E Types and an Austin Healey while enjoying a coffee overlooking the start-finish straight.

It was then time for a look round the International Paddock where some of the more exotic historic Formula one and Group C cars among others were assembled. It was then time to take a trip back on one of the

double deck Route Masters back to the Village Green and on to the JEC stand for a little relaxation while we met up with old friends.

One of the great successes of the weekend was getting Andy to buy the two Colin's an ice cream each. After claiming he had no cash all weekend (a likely story!) he was frogmarched to a commercial cash machine where, despite protests about the high charges (and this from a banker) he eventually obtained sufficient to buy the ice creams, even then, while we were queuing at the ice cream van he managed to slip away and we had to find him and drag him back.

Finally on the Sunday afternoon it was time to help pack away the JEC gazebo and shop before saying our farewells and departing for home.





Faster Than A Speeding Bullet!

On Father's Day, I was invited by a friend and TVR Chimera owner, to join a TVR club visit to the Bloodhound SSC workshops in Bristol (Don't worry, Jaguar play a part in the story too!).

Breaking the Land Speed Record has inspired men since the record of 39.24 mph by Gaston Chasseloup-Laubat in 1898. The rules state that the vehicle must have 4 or more wheels and be controlled by a driver. Since then the record has risen dramatically and been contested between the UK and USA since the 1920's, up to the current record of 763 mph held by Thrust SSC since 1997.

The Bloodhound SSC (SuperSonic Car) named after the famous guided missile, aims to be the first 'car' to achieve a speed of 1,000 mph and

shatter the current record. Bloodhound will be driven by Andy Green an RAF pilot, who was also at the helm of Thrust SSC in 1997.

The Project has a number of objectives:

- Inspire the next generation about science, technology, engineering and mathematics.
- Share an iconic research and development programme with a global audience.
- Set a new World Land Speed Record of 1000mph.
- Generate substantial exposure for sponsors.

The project mission statement is to create a unique, high-technology project, focused around a 1000mph World Land Speed Record attempt. Share this Engineering Adventure with a global audience and inspire the next generation by



FAST FACTS

DIMENSIONS

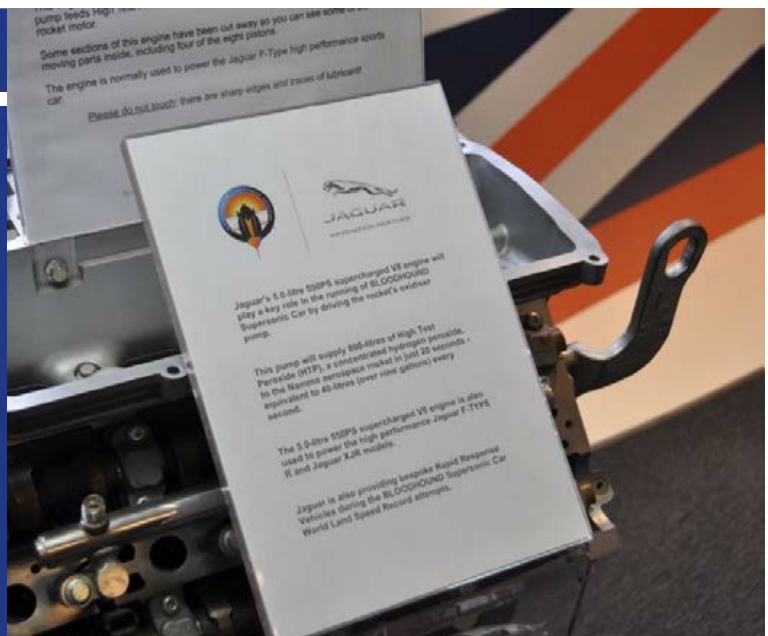
Length	13.5 metres
Height	3.6 metres
Turning circle	240 metres
weight	7786 Kg (fully fuelled)

ACCELERATION & TOP SPEED

0 -1000mph	
Maximum Speed	55 seconds
Measured mile	Mach 1.4
	3.6 seconds

ENGINES

Jet Engine	20,000 lbft of thrust
Rocket engine	27,500 lbft of thrust
Jaguar supercharged V8 (to pump the rocket fuel)	550 BHP
Equivalent Horsepower	135,000 BHP



bringing science, technology, engineering and mathematics to life in the most exciting way possible.

To date the project has spent £15m but has been on hold for a few months waiting for new sponsors to come on board. New funding is now in place and the plan is to move to the first high speed tests and attempt the record next year.

The chosen site for the record is the Hakskeen Pan in South Africa where the surface suits the solid wheels used by Bloodhound. The track is almost flat, rising only 55m over its 19Km length. The record attempt requires 16Km, so there is some room for an overrun, just in case! They have had to employ hundreds of people to clear the small stones that lie on the track and they will continue clearing up to the record attempt.

To satisfy the rules of the land speed record, Bloodhound will have to do 2 timed runs within 1 hour. The jet engine (the same as used on the Eurofighter Typhoon) will take Bloodhound to about 350 mph and then the Jaguar V8 engine will be started to prime the pump which will pump Hydrogen Peroxide at 42 litres per second into the rocket engine which will accelerate Bloodhound to 1000 mph and a new record. To put this in perspective, a bullet fired from a 9mm hand gun travels 1,100ft in 1 second, at full speed Bloodhound will cover 1,650ft in 1 second.

The Hydrogen Peroxide used as the rocket oxidiser is a technique first used on the German V2 rockets in the Second World War. It is extremely volatile and dangerous. During testing of the fire safety clothing, one drip reacted with the dye used in the safety boots and they burst into flames!

After covering the first measured mile Andy Green has to slow Bloodhound down. To achieve this there are 3 braking systems - first flaps open and act as air brakes then when enough speed has been scrubbed off, disc brakes will slow it further. The parachute braking will only be used as a last



resort as they take too long to re-pack and could jeopardise the attempt.

As a safety feature the speedometer in the cockpit, supplied by Rolex, is completely independent of Bloodhound and has its own battery and GPS system, so even in the event of a complete failure of Bloodhound's systems, Andy Green can ensure he operates the brakes at the correct speed and can slow down safely. Between the two runs, which have to be completed within one hour, part of the rocket engine will have to be replaced. This will have reached 3,000C during the run and will still be at 1,200C when they have to replace it.

Bloodhound is currently fitted with rubber tyres but the record attempt will use solid aluminium wheels made by the German company Fuch, who supply wheels to Porsche. The wheels will have to withstand radial acceleration of up to 50,000g and survive impacts from flying stones.

Continued >





GLAMORGAN CLASSIC CARS

Jaguar Specialists

Est 1968.

STATION APPROACH, PENARTH, CARDIFF, WALES, CF64 3EE

At Glamorgan Classic Cars we have over 40 years experience dealing with all types of car restoration, mechanical and body work repairs. We provide expert friendly advice from a routine service to a full mechanical and body restoration and take pride in providing an exceptionally high level of quality of service and attention to detail. For rebuilds we always include a picture file, an example of which is shown for a JAGUAR E TYPE Series 1 left hand drive conversion/rebuild.

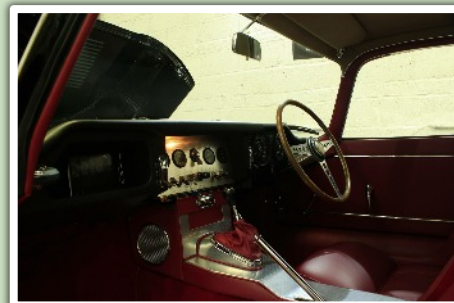
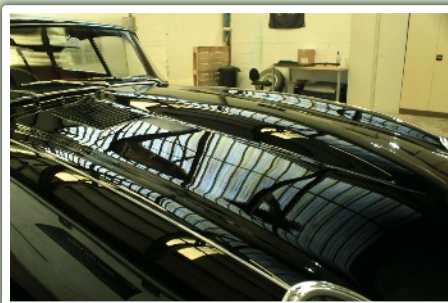
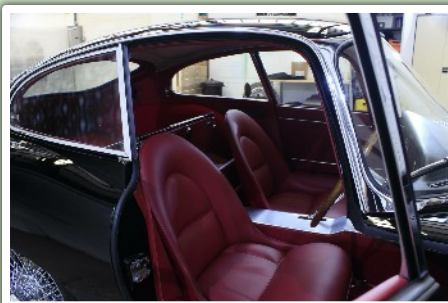
For a limited period only and as a special introductory offer to the Jaguar Enthusiast Club, ring **ANDREW** for a club members discount or to discuss winter vehicle storage.



Full Body | Mechanical | Interior | Restoration Service



This stunning Jaguar E-Type has undergone an extensive restoration over the past two years after being imported from California. A conversion to right hand drive has been carried out, with every single part on the car being removed, refurbished or replaced and re-fitted to create this concours example of a British icon.



For a friendly chat about the work your Jaguar requires, please call

Andrew Douglass on 02920 708005
or email info@classiccarswales.co.uk
www.classiccarswales.co.uk

Glamorgan Classic Cars formally known as Gimber Motors

Vehicle Body Repair Association (VBRA)
www.vbra.co.uk

Retail Motor Industry Federation (RMIF)
www.rmif.co.uk





The project is funded by a number of sponsors who provide not only financial backing but engineering expertise.

The key sponsors are:

- NAMMO who provide the rocket engine
- Rolls Royce who provide the Jet Engine
- Jaguar who provide the V8 pump
- Castrol who provide the lubricants
- Rolex who are the official timing partner

There is even some important Welsh involvement, a team from Swansea University provided the Computerised Fluid Dynamics modelling and Super Computer technology to run the models which have been used to design the most aerodynamic and stable shape. An example of this is the design of the nose of Bloodhound which has to slow down the airflow speed by 70% before it enters the jet engine intake, at full airflow speed the engine would be destroyed.

The project also has an important

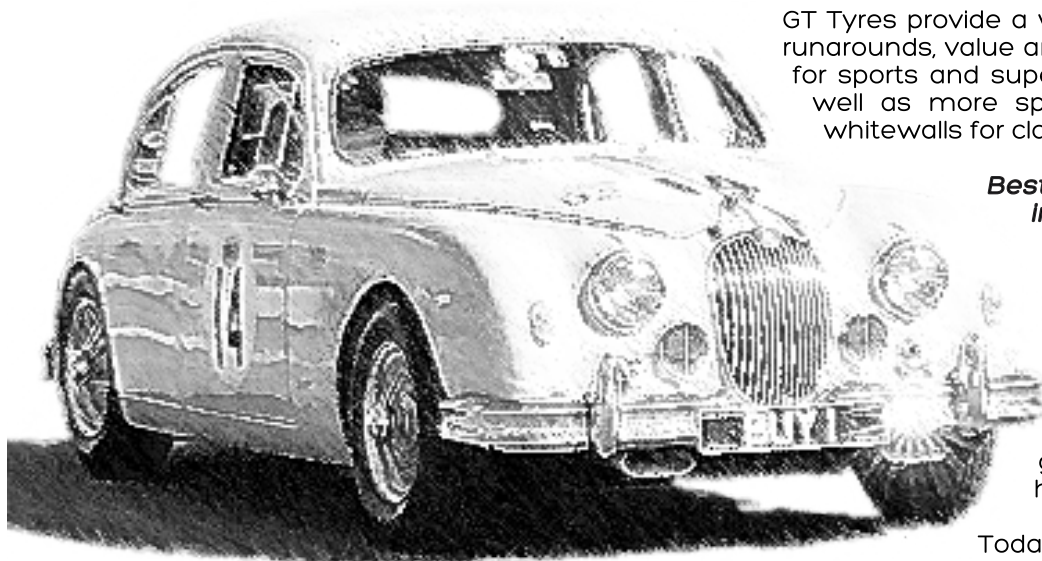
educational element to inspire the next generation of Engineers and scientists. The Bloodhound Education Programme is available to all pupils in primary and secondary schools, and to students in further and higher education. Nearly 4,000 schools registered in the first 18 months of the project, and numerous presentations have been given to other groups and professional institutions, taking the project into the heart of the community and society.

There are a few competitors from America, Australia and New Zealand also building vehicles to attempt a new record but based on the available information it isn't believed these vehicles can achieve 1000mph.

Have a look at the website, www.bloodhoundssc.com. There is a lot of interesting facts figures about the project and if you get a chance it's well worth visiting the workshops in Bristol.

Let's wish the team every success and hope they can achieve the mythical 1000mph for a wheel steered vehicle.





GT Tyres provide a wide range of tyres from budget, for runarounds, value and premium high performance tyres for sports and supercars, 4x4 and commercial tyres as well as more specialised tyres such as radial and whitewalls for classic cars.

Best of all, our tyre prices always include FREE fitting & balancing helping you to save money!

For over 50 years GT Tyres as it is known today has been helping customers from all over Wales with their motoring needs. From a simple tyre puncture repair to a complete engine rebuild, three generations of the Williams family have led from the front.

Today the business is run by the very well respected Grant Williams, the famous classic Jaguar racing driver of the ex-Coombs Mk1 Jaguar, "BUY1". By constantly expanding and offering customers more choice and value, we negotiate hard with suppliers to ensure you always get the best deal.

So whatever your motoring requirements you can be sure the team at GT Tyres have it covered!



Call us now on:
01495 272770
Mobile: **07977 797750**
www.gttyrecentre.co.uk

FRIENDLY EXPERT ADVICE FROM
PEOPLE WITH OVER 50 YEARS
EXPERIENCE OF JAGUARS

RACING TYRE EXPERTS

COMPETITIVE PRICING

WIRE WHEEL TYRE FITTING
& BALANCING AVAILABLE

A family run business for over 50 years!

GT Tyres | Valley Service Station | Cwmcam | Newport | NP11 7NF



www.jacobsandharris.co.uk

FOR ALL YOUR FINANCIAL NEEDS

Pensions, Retirement Planning, Investments,
Inheritance Planning, Protection, Mortgages

Following the pension reforms announced in the budget, it is more important than ever to understand your retirement options.

Contact Peter to arrange a personal financial review at no cost to you.

Director Peter Harris BA DipPFS
t 07770 822115 e peter@jacobsandharris.co.uk

23, Orchard Castle, Thornhill, Cardiff, CF14 9BA. Authorised and Regulated by the Financial Conduct Authority



Sherborne Castle Classic Car Show

Sherborne is always a good show and this year it didn't disappoint.

The two Colins and Norman were there and were joined by Graham Searle on the Dorset and Somerset JEC stand. In fact Norman proved to be a star and was a more than adequate substitute for Paul in that he cooked us some delicious rolls for lunch including (please note, Paul!) and accompaniment of mushrooms and caramelized onions

As well as a great display of Jaguars on the JEC stand, there were numerous E Types, MkII, Mk VII/IXs, XK 120s on show in the general area.

Sherborne Castle, Dorset, which has been in the Digby family home since 1617, was built by Sir Walter Raleigh in 1594, and this year sees the celebration of the tercentenary of the 42 acre garden's designer, Capability Brown in 1753. The gardens are set off by the 50 acre lake with magnificent landscaping, specimen trees, herbaceous borders and sweeping lawns.

Being in the same family for so many years the house has a splendid collection of art, furniture and porcelain and still has together with Raleigh's original kitchen, family artefacts and

archaeological 'finds' from the old medieval castle on view in the castle cellars.

This show is now one of the premier classics and supercar shows in the South of England with upwards of 1,200 cars on display, from veterans to the latest supercars which included a number of Lamborghinis, that drove into the show, Ferraris, McClarens among others.

A load of attractions include motor club stands, motor trade stands, an autojumble, craft





fair and a quality classic car auction by Sherborne based Charterhouse Auctions. Special displays showcase dragsters and race cars, supercars, hot rods American Cars and custom cars.

The show is getting bigger by the year as they had moved the auction from the end of the main field to give way to more general classic cars away from the club stands. We just about covered the lot as we walked through the cars and, as usual, there was something for everyone from mundane family cars from the 50's, 60's and 70's to some unusual makes

The show featured several makes with anniversary's, one of which was Rolls Royce. There were several Silver Ghosts including a 1924 onebodyed by Barker with a touring body. You can generally tell the Silver Ghosts from the later 20/25 and similar models as the earlier cars had distinctive honeycomb radiators, whereas the later cars had more

modern radiators with vertical slats to control the airflow.

A real crown pleaser was the 1928 Rolls Royce Overland Special taking a day out from its home at Haynes Motor Museum. Inspired by the heroic days of Edwardian motor racing, when the quest for speed led to the development of ever larger engines, this Rolls Royce Special is powered by an enormous Rolls Royce Meteor B12 Centurion Tank engine coupled to a Wilson pre-selector gearbox from a 1950s armoured scout car. To enable such incredible power to be transferred to the rear axle a specialist centrifugal clutch has been fitted, capable of handling over 1,500 horse power. A real buzz to drive, no one has yet been brave enough to see how fast it will really go! There were several other large engine machines which would require some bravery to drive.

Going back in time was a 1909 40/50HP Silver





Ghost that forms part of the collection at the National Motor Museum was supplied new to a Colonel Ferguson of Boughty Ferry, Dundee.

Apparently it was originally fitted with a seven seat touring body by Hooper and was a deep claret colour. Colonel Ferguson died in 1923 and the car ended up at John Morris, a Dundee Rolls-Royce agent. An extensive rebuild followed and in 1924 the chassis was fitted with a hearse body made by Craigie & Mitchell. It was painted dark royal blue and black. The hearse body was removed in 1930 and the suspension strengthened to take a Mann Egerton crane and drop side body. Again it was painted blue. John Morris used the car until 1952 when the firm was sold. The lifting gear was removed and the vehicle went to Reston Manor Garage of Reston, Berwickshire where it remained until 1954 when it was 're-discovered'. Lord Montagu acquired for display at Beaulieu and the current Barker style Roi des

Belges body was fitted in 1961, built by Leslie Willis. This is not untypical of the history of quality chassis being fitted with different bodies.

My 1928 Packard was originally fitted with a hearse body but eventually ended up in my hands with a two-seater body and "rumble" seat. I have met people in the USA who still had the winter enclosed body and a summer open tourer body, which was typical for luxury cars like Packard, Cadillac, the body not being used was suspended from the garage ceiling.

I met an old friend with his road-going 1953 Lotus Mark 6 - 1953 with a polished aluminium body last seen ten days ago in the queue for the Brittany Ferry to the Le Mans Classic. Kevin belongs to the handlebar club and has a fine handlebar moustache to prove it.

As we had arrived reasonably early we decided to pack up leave around 4pm for home.



Feeling Spicy

Defence Attorney:

Will you please state your age?

Old Lady:

I am 94 years old.

Defence Attorney:

Will you tell us, in your own words, what happened the night of April 1st?

Old Lady:

There I was, sitting there in my swing on my front porch on a warm spring evening, When a young man comes creeping up on the porch and sat down beside me.

Defence Attorney:

Did you know him?

Old Lady:

No, but he sure was friendly.

Defence Attorney:

What happened after he sat down?

Old Lady:

He started to rub my thigh.

Defence Attorney:

Did you stop him?

Old Lady:

No, I didn't stop him.

Defence Attorney:

Why not?

Little Old Lady:

It felt good. Nobody had done that since my Albert died some 30 years ago.

Defence Attorney:

What happened next?

Old Lady:

He began to rub all over my body.

Defence Attorney:

Did you stop him then?

Old Lady:

No, I did not stop him.

Defence Attorney:

Why not?

Old Lady:

His rubbing made me feel all alive and excited. I haven't felt that good in years!

Defence Attorney:

What happened next?

Old Lady:

Well, by then, I was feeling so spicy' that I just laid down and told him 'Take me, young man. Take me now!'

Defence Attorney:

Did he take you?

Old Lady:

Hell, no! He just yelled, 'APRIL FOOL!' And that's when I shot him, the little shit!

humour

Members jokes & anecdotes

The Wizzard

An old man goes to the Wizard to ask him if he can remove a curse he has been living with for the last 40 years.

The Wizard says, 'Maybe, but you will have to tell me the exact words that were used to put the curse on you.'

The old man says without hesitation, 'I now pronounce you man and wife.'

How It Works

So I told my son "I want you to marry a girl of my choice!" He said "NO!"

I told him its Bill Gates daughter! He said "OKAY!"

Got in contact with Bill Gates & told him "I want your daughter to marry my son!" He said "NO!"

Told him my son was the CEO of the World Bank! He said "OKAY!"

Went to the President of the World Bank & told him to make my son CEO of the Bank! He said "NO!"

Told him my son was Bill Gates Son in Law! He said "OKAY!"

That's Exactly how Politics works.

Home Schooling

Most of our generation of 60+ were HOME SCHOOLED in many ways.

1. My mother taught me TO APPRECIATE A JOB WELL DONE.

"If you're going to kill each other, do it outside. I just finished cleaning."

2. My mother taught me RELIGION.

"You better pray that will come out of the carpet."

3. My father taught me about TIME TRAVEL.

"If you don't straighten up, I'm going to knock you into the middle of next week!"

4. My father taught me LOGIC.

"Because I said so, that's why.."

5. My mother taught me MORE LOGIC.

"If you fall out of that swing and break your neck, you're not going to the store with me."

6. My mother taught me FORESIGHT.

"Make sure you wear clean underwear, in case you're in an accident."

7. My father taught me IRONY.

"Keep crying, and I'll give you something to cry about."

8. My mother taught me about the science of OSMOSIS.

"Shut your mouth and eat your supper."

9. My mother taught me about CONTORTIONISM.

"Just you look at that dirt on the back of your neck!"

10. My mother taught me about STAMINA.

"You'll sit there until all that spinach is gone."

11. My mother taught me about WEATHER.

"This room of yours looks as if a tornado went through it."

12. My mother taught me about HYPOCRISY.

"If I told you once, I've told you a million times, don't exaggerate!"

13. My father taught me the CIRCLE OF LIFE.

"I brought you into this world, and I can take you out..."

14. My mother taught me about BEHAVIOR MODIFICATION.

"Stop acting like your father!"

15. My mother taught me about ENVY.

"There are millions of less fortunate children in this world who don't have wonderful parents"

like you do."

16. My mother taught me about ANTICIPATION.

"Just wait until we get home."

17. My mother taught me about RECEIVING.

"You are going to get it from your father when you get home!"

18. My mother taught me MEDICAL SCIENCE.

"If you don't stop crossing your eyes, they are going to get stuck that way."

19. My mother taught me ESP.

"Put your sweater on; don't you think I know when you are cold?"

20. My father taught me HUMOR.
"When that lawn mower cuts off your toes, don't come running to me."

21. My mother taught me HOW TO BECOME AN ADULT.

"If you don't eat your vegetables, you'll never grow up."

22. My mother taught me GENETICS.

"You're just like your father."

23. My mother taught me about my ROOTS.

"Shut that door behind you. Do you think you were born in a barn?"

24. My mother taught me WISDOM.

"When you get to be my age, you'll understand."

25. My father taught me about JUSTICE.

"One day you'll have kids, and I hope they turn out just like you!"

Long Hair

A teenage boy had just passed his driving test and inquired of his father as to when they could discuss his use of the car.

His father said he'd make a deal with his son, "You bring your grades up from a C to a B average, study your Bible a little, and get your Bloody hair cut. Then we'll talk about the car."

The boy thought about that for a moment, decided, he'd settle for the offer, and they agreed on it.

After about six weeks his father said, "Son, you've brought your grades up and I've observed that you have been studying your Bible, but I'm pissed off that

you haven't had your hair cut."

The boy said, "You know, Dad, I've been thinking about that, and I've noticed in my studies of the Bible that Samson had long hair, John the Baptist had long hair, Moses had long hair, and there's even strong evidence that Jesus had long hair." *(You're going to love the Dad's reply!)*

"Did you also notice they all walked everywhere they went?!"

The Wife

This guy brings his best golf buddy home, unannounced, for dinner at 6:30, after enjoying a day of golf. His wife screams her head off while his friend sits open mouthed and listens to the tirade.

"My hair and makeup are not done, the house is a f***** mess, and the dishes aren't done. I'm completely exhausted! I didn't get enough sleep last night. Can't you see I'm still in my f***** pajamas?? I can't be bothered with cooking tonight! Why the f*** did you bring him home without letting me know ahead of time, you stupid idiot?"

"Because he's thinking of getting married!"

Doggie Sitting

A dog lover, whose female dog was in heat, agreed to look after her neighbours' male dog while they were away on vacation.

As she was drifting off to sleep that night, she heard awful howling and moaning sounds. She rushed downstairs and found the two dogs locked together in obvious pain and unable to disengage (as so frequently happens when dogs mate).

She was unable to separate them and didn't know what to do. Although it was late at night, she called the Vet, who answered in a very grumpy voice.

She explained the problem to him. The Vet said, "Hang up the phone and place it down alongside the dogs."

I will then call you back and the noise of the ringing will make the male lose his erection and he'll be able to withdraw."

"Do you think that will work?" she asked.

"It just worked for me," he said and hung up.

The Manager

A woman went up to the bar in a quiet rural pub. She gestured alluringly to the bartender who approached her immediately. She seductively signalled that he should bring his face closer to hers. As he did, she gently caressed his full beard.

'Are you the manager?' she asked, softly stroking his face with both hands.

'Actually, no,' he replied.

'Can you get him for me? I need to speak to him,' she said, running her hands beyond his beard and into his hair.

'I'm afraid I can't,' breathed the bartender.. 'Is there anything I can do?'

'Yes. I need you to give him a message,' she continued, running her forefinger across the bartender's lip and slyly popping a couple of her fingers into his mouth and allowing him to suck them gently.

'What should I tell him?' the bartender managed to say.

'Tell him,' she whispered, 'There's no toilet paper, hand soap, or paper towels in the ladies room.'



WE NEED YOUR JOKES!

Please email all your jokes and funnies to:
editor@jecsouthwales.co.uk



PARTS & ACCESSORIES
FOR
CLASSIC & MODERN
JAGUARS

www.sngbarratt.com



COVERING ALL MODELS 1949 - CURRENT
EXPERIENCE & KNOWLEDGE
BRANCHES WORLDWIDE
PARTS FINDER & EASY ONLINE ORDERING
IN-HOUSE MANUFACTURING
FREE* PARTS CATALOGUES

*registration required



+44 (0) 1746 765432



+1 800 452 4787



+33 385 201420



+31 13 521 1552



0180 1 833 833*

*ONLY €0.04/MINUTE FROM GERMAN LANDLINES ONLY

CALENDAR

WHAT'S ON IN 2016

SEPTEMBER

3-4	Beaulieu International Autojumble
4	JEC Rally Ripley Castle
9-11	Goodwood Revival
18	The Big Welsh Classic Car Show Margam Park

OCTOBER

1	Castle Combe Classic Action Day
9	Malvern Classic Car Show

DECEMBER

TBA	Regional Christmas Dinner
-----	---------------------------

If you know of any other events that may be of interest to members please let us know in order that we may include them in these listings. If you spot any errors please let us know so that they can be corrected.

Also take a look at the events listings on the JEC web site www.jec.org.uk

In particular, there are lots of tours, seminars and the JEC race series. Also see the website www.classicshowsuk.co.uk

- Full & Part Restorations
- Panel Repairs & Spraying
- Lead Loading Repairs
- Engine & Gearbox Rebuilds
- Rewiring & Re-trimming
- Servicing & Tuning



With over 40 years experience of classic vehicle restoration I employ old school skills and methods on all projects.

We pride ourselves on the quality of our workmanship, combined with a personal friendly affordable service.





B|A|S

International

When it comes to choosing CLASSIC JAGUAR TRIM PARTS it's a decision not to be taken lightly if you want to retain your car's investment value.

BAS has not only been manufacturing Jaguar trim for over 30 years but also manufactures the original specification base materials including wool carpet, furlflex, vinyls, hardura, seat diaphragms, foam seat cushions, pvc extrusions and plastic injection mouldings.

In this respect BAS is considered as the worlds leader in the supply of the best and most authentic trim available.

JUST ASK OTHER JAGUAR OWNERS.



B|A|S Jaguar

British history in the making.



Trade enquiries for finished parts or raw materials welcome



INTERIORS



HOODS



TRIM MATERIALS



PLASTIC MOLDINGS

World Renowned Jaguar Interiors

Check out our website www.bas-international.com

10-13 Llantarnam Park Industrial Estate, Cwmbran, South Wales
Telephone: 01633 873664 Email: enq@bas-international.com
Web: www.bas-international.com

We know about Jaguars!



B|A|S International

South Wales Region Monthly Meetings

Held on the **3rd Wednesday** of each month we meet at the BBC social club in Llandaff, Cardiff at 7.30pm.

All club members and potential members are always welcome. Our meetings are informal and friendly and we look forward to meeting you!

2016/ 2017 Dates

Wednesday 21st September 2016
Wednesday 19th October 2016
Wednesday 16th November
Wednesday 21st December
Wednesday 18th January 2017
Wednesday 15th February 2017

Wednesday 15th March 2017
Wednesday 19th April 2017
Wednesday 17th May 2017
Wednesday 21st June 2017
Wednesday 19th July 2017
Wednesday 16th August 2017

BBC Social Club, Llantrisant Road, Llandaff, Cardiff, CF5 2YQ

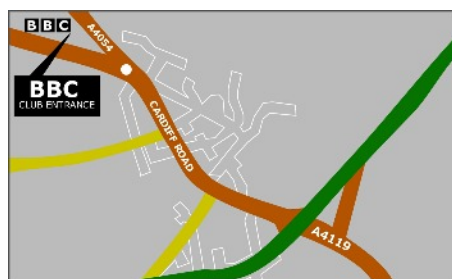
HOW TO FIND OUR MEETINGS:

DIRECTIONS TO GET TO THE BBC CLUB, LLANDAFF, CARDIFF.

Leave the M4 at Junction 29 signed A48M. Travel along the dual carriageway for about 6 or 7 miles until you reach the traffic lights by Tesco (on left). Go straight on over the river bridge and through the next set of lights. Just after the footbridge take the next fork left along Mill Lane signposted Llandaff Cathedral.

At the next traffic lights turn right. Go straight through the next traffic lights (crossing the A48 dual carriageway again) and travel northwards until you reach a mini roundabout. Take the first exit off the roundabout signposted Llantrisant. After about 100 yards there is a high grey stone wall on the right hand side. The entrance to the BBC car park is through this wall. Bear immediately left and then turn right. The club is the single storey, flat roofed building on the left across the field. The BBC studios are beyond the club and are about 5 storeys high.

Walk to the entrance of the club and press the buzzer on the right of the door. The barman will then open the security door. Our meeting room is straight ahead through the next door.



Committee Members

REGIONAL REPRESENTATIVE

Colin Manconi

email:

colin.manconi@jecsouthwales.co.uk

Mobile: 07977 474637

SECRETARY

Mike Jones

email:

mike.jones@jecsouthwales.co.uk

TREASURER

Colin Manconi

email:

colin.manconi@jecsouthwales.co.uk

Mobile: 07977 474637

PRESIDENT FOR LIFE

Harry Kuehling

email:

harry.kuehling@jecsouthwales.co.uk

Telephone: 07931 538434

COMMITTEE MEMBERS

Paul Cogdon

email:

paul.cogdon@jecsouthwales.co.uk

Tel: 01600 860969

Andy Webber

email:

andy.webber@jecsouthwales.co.uk

Telephone: 07771 852703

Colin Masterson

email:

colin.masterson@jecsouthwales.co.uk

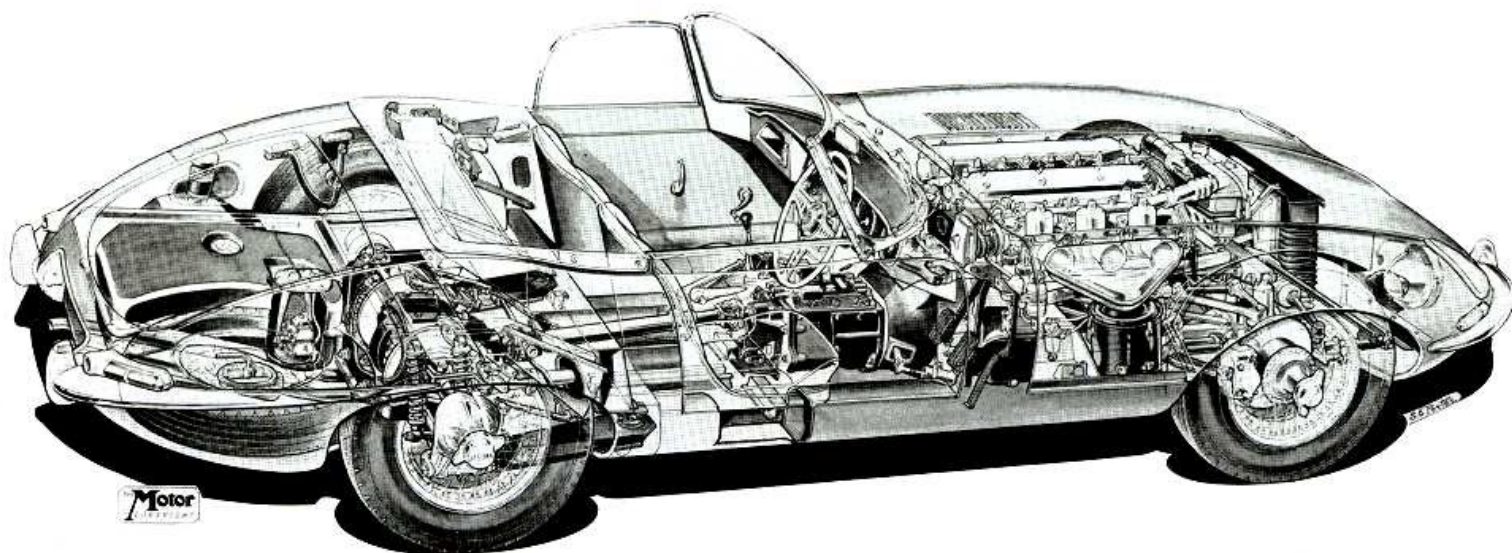
If you are interested in becoming a committee member or helping organise any club related activities, please feel free to contact the regional representative.

THE HISTORY OF JAGUAR

BY BROCHURE

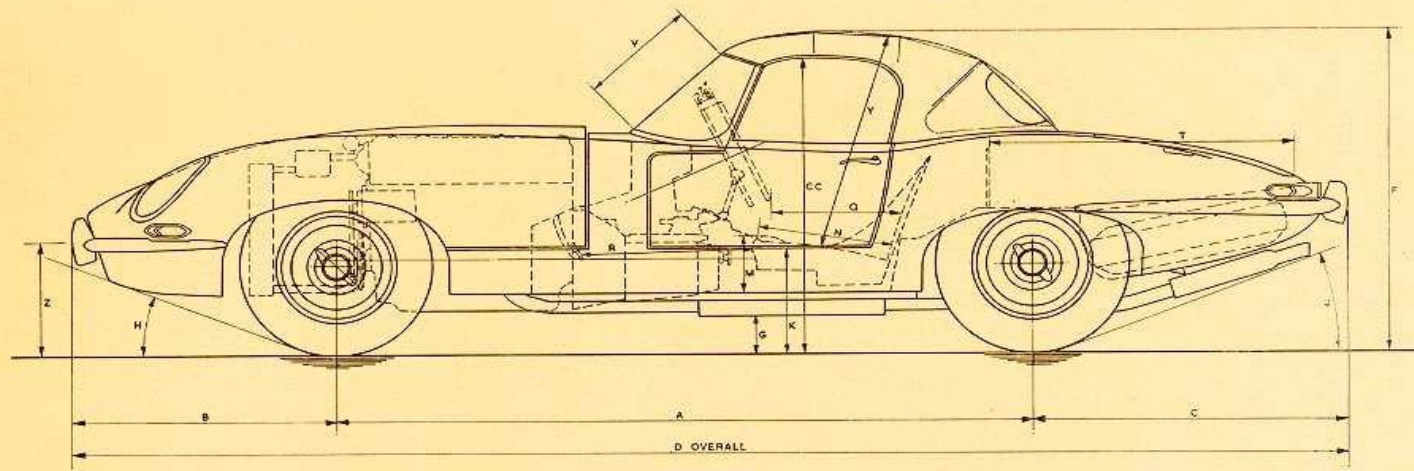
Supplied by Colin Masterson

No. 16
1961 E-Type



THE JAGUAR "E" TYPE G.T. OPEN TWO-SEATER

This sectioned drawing of the open two-seater is reproduced by courtesy of "The Motor" and provides much information concerning design and general construction.



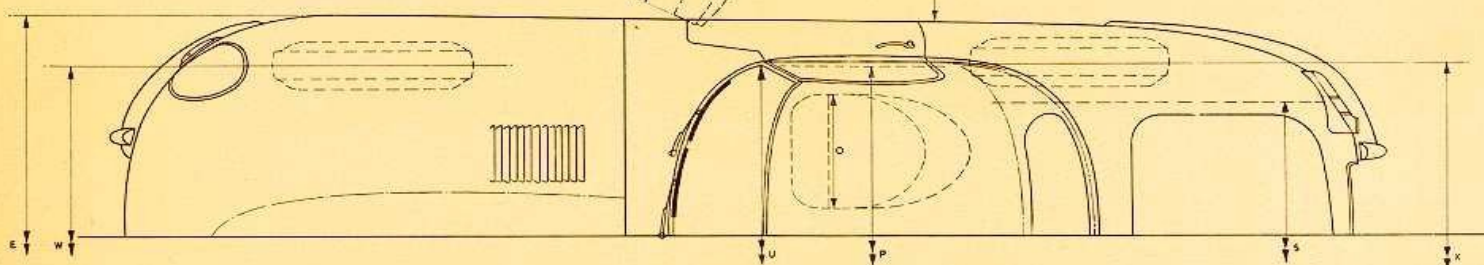
ALL DIMENSIONS ARE IN INCHES AND ARE FOR A LADEN CAR

A	WHEEL BASE	96
B	FRONT OVERHANG	36½
C	REAR OVERHANG	43½
D	OVERALL LENGTH	175½
E	OVERALL WIDTH	65½
F	OVERALL HEIGHT	48½
G	GROUND CLEARANCE	5½
H	FRONT CLEARANCE ANGLE	21°
J	REAR CLEARANCE ANGLE	21°

K	DOOR STEP HEIGHT	16
L	DOOR OPENING	32½
M	SEAT HEIGHT	8
N	SEAT DEPTH	20
O	SEAT WIDTH	18
P	SHOULDER ROOM	49
Q	STEERING WHEEL TO SEAT SQUAB	17
R	PEDALS TO CUSHION	18
S	MAX. TRUNK WIDTH	39

--- DENOTES DETACHABLE HARD TOP

T	MAX. TRUNK LENGTH	41
U	WINDSCREEN WIDTH	50
V	WINDSCREEN DEPTH	15½
W	FRONT TRACK	50
X	REAR TRACK	50
Y	HEAD ROOM	34
Z	FRONT BUMPER HEIGHT	16½
AA	REAR BUMPER HEIGHT	21½
BB	DOOR OPENING ANGLE	65°
CC	GROUND TO TOP OF DOOR	43



OPEN TWO-SEATER MODEL GENERAL DIMENSIONS

SPECIFICATION

ENGINE. Six cylinder twin overhead camshaft 3.8 litre XK Jaguar 'S' type engine. 87 mm. bore x 106 mm. stroke (3.425 ins. x 4.1732 ins.). Cubic capacity 3781 c.c. (230.6 ins.). Compression ratio 9 : 1 (8 : 1 optional). Power output (9 : 1): 265 b.h.p. at 5,500 r.p.m.; torque: 260 ft. lbs. at 4,000 r.p.m. Three S.U. carburetors, type 1HD.8 with manual choke control. Forced lubrication by submerged pump system incorporating a full flow filter. Chrome iron cylinder block fitted with dry type cylinder liners. Special 'straight port' cylinder head of high tensile aluminium alloy featuring hemispherical combustion chambers and twin overhead camshafts operating large valves of 70° included angle. Aluminium alloy pistons. Steel connecting rods fitted with lead indium big end bearings. 2½ ins. diameter counterweighted crankshaft carried on seven large lead indium bearings. Pressurised cooling system with thermostatically controlled electrically driven fan.

TRANSMISSION. Manually operated four speed, single helical synchromesh gearbox. Centrally positioned change speed lever. Synchromesh on Top, Third and Second gear ratios. Borg and Beck 10 ins. single dry plate clutch with hydraulic operation. Hardy Spicer needle bearing propeller shaft. Hypoid rear axle fitted with limited slip differential. Ratios 3.31 : 1. Optional ratios: 2.93, 3.07, 3.54. Differential unit mounted in sub-frame carrying the rear suspension.

SUSPENSION—FRONT. Independent front suspension incorporating transverse wishbones and torsion bars controlled by telescopic hydraulic dampers. Anti-roll bar fitted to lower wishbones.

SUSPENSION—REAR. Fully independent rear suspension incorporating, on each side, a lower transverse tubular link pivotted at the wheel carrier and sub-frame adjacent to the differential case and, above this, a halfshaft universally jointed at each end. These serve to locate the wheel in a transverse plane. Longitudinal location is provided by the rubber mountings locating the sub-assembly in the body structure and by a radius arm between the lower link and a mounting point on the body structure. Twin coil springs, each enclosing a telescopic hydraulic damper, provide the suspension medium. The whole assembly together with the differential unit is carried in an easily detachable sub-frame which is located in the body structure by rubber mountings.

BRAKES. Dunlop bridge-type disc brakes featuring quick-change pads, are fitted to all four wheels. Front brakes fitted on wheel hubs, rear brakes fitted inboard of halfshafts adjacent to differential unit. Bellows type brake servo operating directly on to brake pedal. Pedal operates twin master cylinders through a compensator device which divides the system into two entirely independent hydraulic systems to front and rear brakes. Centrally positioned handbrake operates on rear wheels only. Brake fluid level warning light operates on both systems.

STEERING. Rack and pinion. 16 ins. steering wheel with separate adjustments for height and reach. Number of turns, lock to lock, 2½. Turning circle, 37 ft. diameter.

WHEELS AND TYRES. Wire spoke wheels with centre lock hubs fitted with Dunlop 6.40 x 15 type RS.5 tyres and tubes. Dunlop R.5 racing tyres available as optional equipment. 6.00 x 15 front. 6.50 x 15 rear on special wheels.

FUEL SUPPLY. By Lucas electric pump fitted into tank of 14 Imperial gallon capacity. Petrol filter incorporated into fuel line and located in engine compartment.

ELECTRICAL EQUIPMENT, INSTRUMENTS AND FITTINGS. Lucas 12 volt system. Large capacity battery giving 57 amp-hours at 10 hour rate with current voltage control. Ventilated dynamo. Eight fuse control box, fully labelled, located behind hinged central fascia panel for ease of access. Side lamps. Lucas PL.700 head lamps with hand-operated dipping

control on fascia. Separate lever actuating head lamp flashing. Separate Stop-Tail direction and reflector units mounted in a single assembly. Rear number plate lamps. Flashing direction indicators with self-cancellation and warning light on fascia. Instruments and labelled switches illuminated by internal floodlighting controlled by a two-position dimmer switch. Map reading light. Interior light. Twin-blended note horns. Triple blade two-speed self-parking windscreen wiper unit. Electrically-operated windscreen washers. Cigar lighter with luminous socket. Starter motor. Vacuum and centrifugal automatic ignition control. Oil coil ignition. 5 ins. diameter 160 m.p.h. speedometer incorporating total and trip distance recorders. 5 ins. diameter electrically-operated revolution counter incorporating an electric clock. Ammeter. Electrically-operated water temperature gauge, oil pressure gauge, fuel gauge with low level warning light. Choke warning light. Combined handbrake and brake fluid low level warning light. Wiring harness in quickly detachable front body section connected to main circuits through an eight-pin connector mounted on engine compartment bulkhead.

BODY CONSTRUCTION. Stressed shell steel body of unique patented monocoque construction. Front sub-frame of square section steel tubing carries engine unit, suspension and forward hinged front section.

BODY—OPEN TWO SEATER. Two door two seater body of extremely low drag characteristics resulting from intensive wind tunnel testing. The folding hood incorporating a large rear window is of finest quality mohair, mounted on a special frame to permit single handed erection or stowing. When stowed the hood assembly is completely concealed by a separate detachable cover. Fibreglass detachable hardtop available as an optional extra. Hardtop can be fitted without removing stowed hood. Counterbalanced, forward opening front section provides excellent accessibility to all mechanical components. Wraparound windscreen and thin pillars provide superb forward visibility. Door lights completely concealed within doors when fully lowered. Wraparound bumpers with overriders at front and rear. Twin bucket seats, adjustable for reach, upholstered in finest quality Vaumol leather over Dunlopillo foam rubber cushions. Three panel fascia. Facia and screen rail in matt grained finish to eliminate reflection. Comprehensive instrumentation with revolution counter and speedometer positioned in front of driver. Central panel contains separate instruments for oil pressure, water temperature, fuel gauge and ammeter, together with a row of labelled tumbler switches controlling ancillary equipment. Separate housing beneath panel contains a radio and twin speakers (optional extra) together with an ashtray. When no radio is fitted, the speaker grilles are retained and the radio control panel aperture is blanked off with an escutcheon. Panel in front of passenger contains an open-fronted glove compartment and grab handle. Three-spoked polished alloy lightweight steering wheel with wood rim and central horn push. Wide angle vertically adjustable rear view mirror incorporating anti-dazzle secondary mirror position. Deep pile carpets over thick felt underlay. Luggage accommodation provided in tail of car. Luggage boot lid controlled from inside the car.

HEATING AND DEMISTING. High output fresh air heating and multi-point windscreen demisting system incorporating a two-speed fan controlled by switch on fascia. Temperature and volume of air to windscreen and car interior regulated by controls mounted on fascia panel. Ducts direct air to each side of compartment.

SPARE WHEEL AND TOOLS. The spare wheel is carried beneath the boot floor in a separate compartment and is readily accessible. The tools, in a special fitted and lined container, are housed in the spare wheel compartment.

JACKING. Centrally located jacking sockets enable the front and rear wheels on either side of the car to be raised simultaneously by means of the manually-operated screw type easy-lift jack.

PRINCIPAL DIMENSIONS. Wheelbase, 8 ft. 0 ins. Track, front and rear, 4 ft. 2 ins. Overall length, 14 ft. 7 ½ ins., overall width, 5 ft. 5½ ins. Overall height, 4 ft. 0 ins. Ground clearance (laden), 5½ ins. Dry weight (approx.), 22½ cwt.



THE JAGUAR "E" TYPE G.T. OPEN TWO-SEATER



Tel: 02920 540800

Fax: 02920 541313

Web: www.cardiffjag.co.uk

Email: nick@cardiffjag.co.uk

Unit 3 & 4 Wharfedale Road,
Pentwyn, Cardiff ,CF23 7HB.

SALES

SERVICING

MOT TESTING

MECHANICAL WORKS

ENGINE & GEARBOX REBUILDS

AIR CONDITIONING

ELECTRICAL

DIAGNOSTICS

PARTS

FULL & PART RESTORATIONS

BODYWORK & PAINT REPAIR

ACCIDENT REPAIR

RE-TRIMMING

PROFESSIONAL VALETING

INSURANCE

FREE COURTESY CARS AVAILABLE (SUBJECT TO AVAILABILITY AND REQUEST)

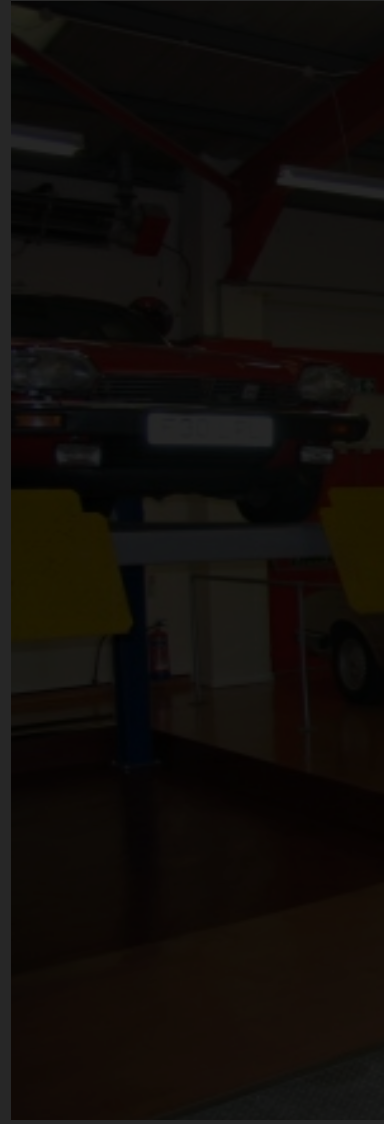


a local specialist for all your classic & modern jaguar needs...



Established in the late 1990s, Cardiff Jag & Performance Ltd is set in a prime location on the outskirts of Cardiff with easy access to junction 30 of the M4 motorway.

comprehensive range of services...



As one of the leading UK's Jaguar Specialist our policy of continual growth and improvement ensures our impressive understanding and knowledge of the Jaguar marque. Operating from a state of the art premises we offer our customers old and new a comprehensive range of services ranging from bodywork repairs (small and large), servicing, maintenance, repairs, MOT facility and sales of Pre Owned performance vehicles.

not just jaguars...

We specialise in mainly Jaguar and Mercedes vehicles but offer the same extensive range of services for other performance vehicle marques.

time served craftsmen...

Our staff are fully trained and offer over 50 years experience and we are confident that we are able to meet all customer expectations. Our stores are fully stocked with genuine spares and all work is guaranteed, vehicle warranties are not affected by the services we provide.

welcoming environment...



Our courteous staff will make you feel at home in our comfortable reception area and will be happy to offer you refreshments while your vehicle is with us and your vehicle will receive a complimentary wash and vacuum. Full Valet service available subject to time and availability.

So next time your pride and joy needs some TLC, give us a call or pop in for a chat, we would love to add you to our growing list of satisfied customers. *We look forward to seeing you soon.*

ALLIANCE CARS CARDIFF



**Browse through more than 100
beautiful bathroom & shower displays**

Cardiff
bathroom
CENTRE



Simply add water...

Cardiff Bathroom Centre, Hadfield Road, Cardiff CF11 8PW Tel 029 2034 0861
www.cardiffbathroomcentre.com